



Aviation Investigation Final Report

Location:	Glide, Oregon	Accident Number:	SEA01LA178
Date & Time:	June 13, 2001, 15:00 Local	Registration:	N3422N
Aircraft:	Piper J3C-65	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that during takeoff on runway 12, practicing a short field maneuver, the aircraft encountered a gust of wind. The pilot was unable to maintain control and the aircraft traveled off the side of the airstrip and collided with a fence and trees. The pilot further reported that the airstrip terrain rises steeply on the north end of the strip. The takeoff roll was initiated at the high point and "...not perfectly aligned to take off down steep hill..."

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Inadequate compensation for wind conditions during takeoff resulting in the pilot's failure to maintain directional control. Wind gusts, down sloping terrain and a fence post were factors.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (F) WEATHER CONDITION - GUSTS
 2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. (F) TERRAIN CONDITION - DOWNHILL
 4. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

5. (F) OBJECT - FENCE POST

Factual Information

On June 13, 2001, about 1500 Pacific daylight time, a Piper J3C-65, N3422N, registered to and flown by the pilot as a 14 CFR Part 91 personal flight, collided with a fence and trees during takeoff from a private airstrip near Glide, Oregon. Visual meteorological conditions prevailed at the time and no flight plan was filed. The aircraft was substantially damaged and the airline transport pilot, the sole occupant, was not injured.

The pilot reported that during takeoff to the south, practicing a short field maneuver, the aircraft encountered a gust of wind. The pilot was unable to maintain control and the aircraft traveled off the side of the airstrip and collided with a fence and trees. The left wing was bent up and aft about 30 degrees at the wing root and the outboard section of the aileron was bent. The fuselage was also deformed.

The pilot further reported that the airstrip terrain rises steeply on the north end of the strip. The takeoff roll was initiated at the high point and "...not perfectly aligned to take off down steep hill..."

The accident was not reported at the time. In July 2004, a letter was received in the Portland, Oregon, Federal Aviation Administration (FAA) Flight Standards District Office, informing the FAA of the accident. On October 18, 2004, an inspector verified that the aircraft had received substantial damage and subsequently notified the National Transportation Safety Board.

Pilot Information

Certificate:	Airline transport; Commercial	Age:	55, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land; Multi-engine sea	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	October 30, 2000
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	March 5, 2001
Flight Time:	4800 hours (Total, all aircraft), 70 hours (Total, this make and model), 4700 hours (Pilot In Command, all aircraft), 70 hours (Last 90 days, all aircraft), 40 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N3422N
Model/Series:	J3C-65	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	22627
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	1500 lbs
Time Since Last Inspection:	40 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3600 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	A-65
Registered Owner:	John M. Proctor	Rated Power:	65 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.89 inches Hg	Temperature/Dew Point:	21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Glide, OR	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:		Type of Airspace:	Class E

Airport Information

Airport:	Glide	Runway Surface Type:	Grass/turf
Airport Elevation:	980 ft msl	Runway Surface Condition:	Dry
Runway Used:		IFR Approach:	None
Runway Length/Width:	2300 ft / 60 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	43.25,-123.099998

Administrative Information

Investigator In Charge (IIC):	Eckrote, Debra
Additional Participating Persons:	David Schuur; FAA-FSDO; Hillsboro, OR
Original Publish Date:	January 24, 2005
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=60391

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